

	NEW Clarion SAM 1066 Newsletter	Issue 0111
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I thought after criticising cabin models last month, I had better review one, but one with a difference. This model is high performing and can handle quite high amounts of power - but, of course it would still be good for a Bowden type competition .



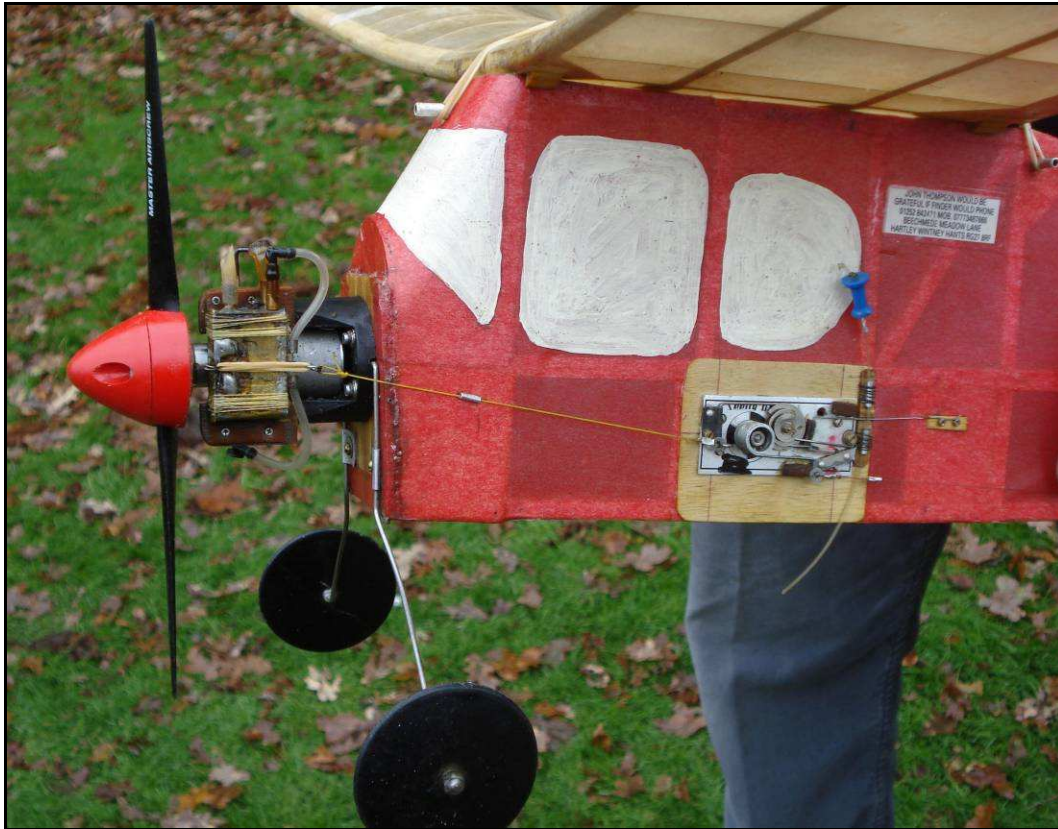
The model dates from around August 1946, published by Air Age Inc and was possibly kitted at that time. Sal Taibi continues to be renowned for his power model designs, although I understand a little bit of radio is now permitted to save his almost 10th decade legs. Many of his designs continue to be built for RC and for free flight around the world.

I originally built the model to compete in the 'Jack Humphries' cabin power comp at the Euro Champs. I won the comp. a couple of times but lack of interest has now caused the demise of the class.

The model is a very straight forward build and should appeal to the so called "traditional" modeller. There is a touch too much wood but it does make for a pretty robust model. The undercarriage on these models gets a bit of bashing from DT landings and it is important the wheels stay in line and not be twisted (it can alter the trim like a forward rudder). I always try to fix the wheels about 5mm from the final bend, this allows pliers a decent grip so one can twist the wheels straight again. Without this space it is very difficult to bend the U/C back into shape.

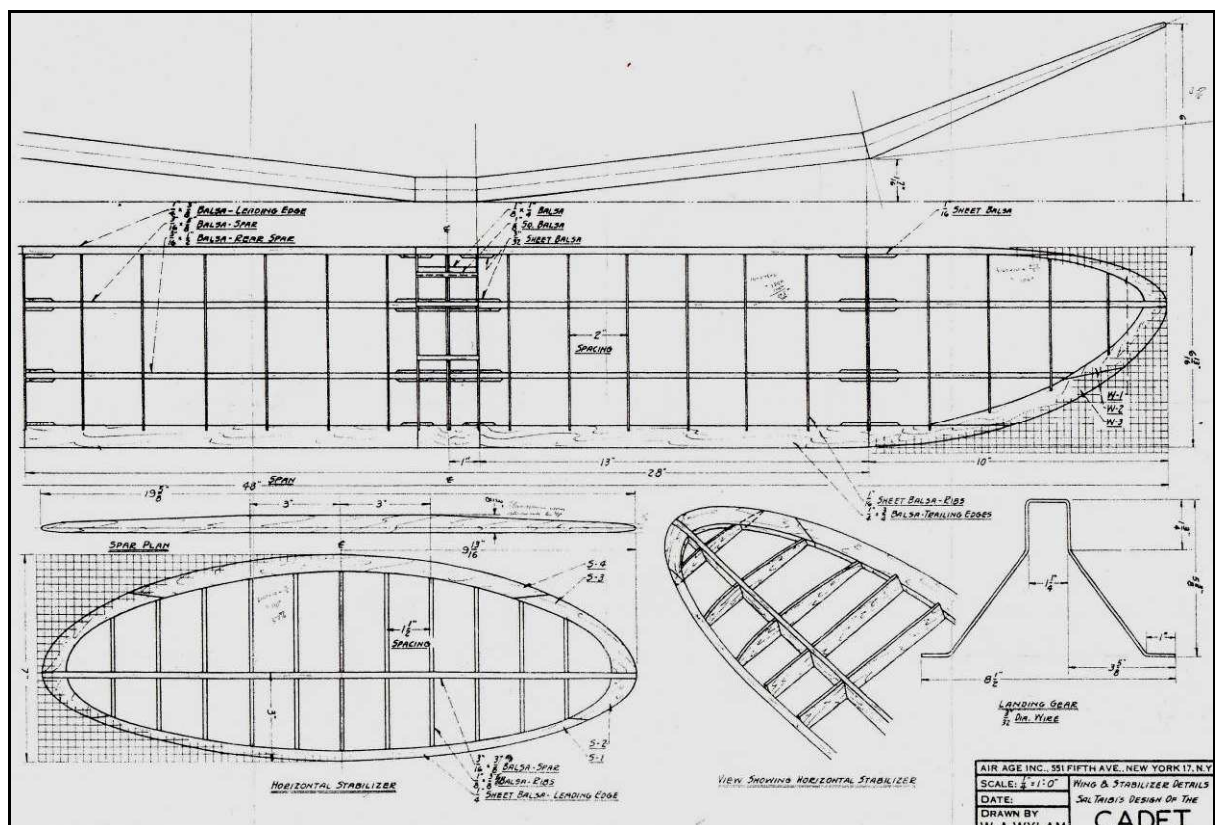
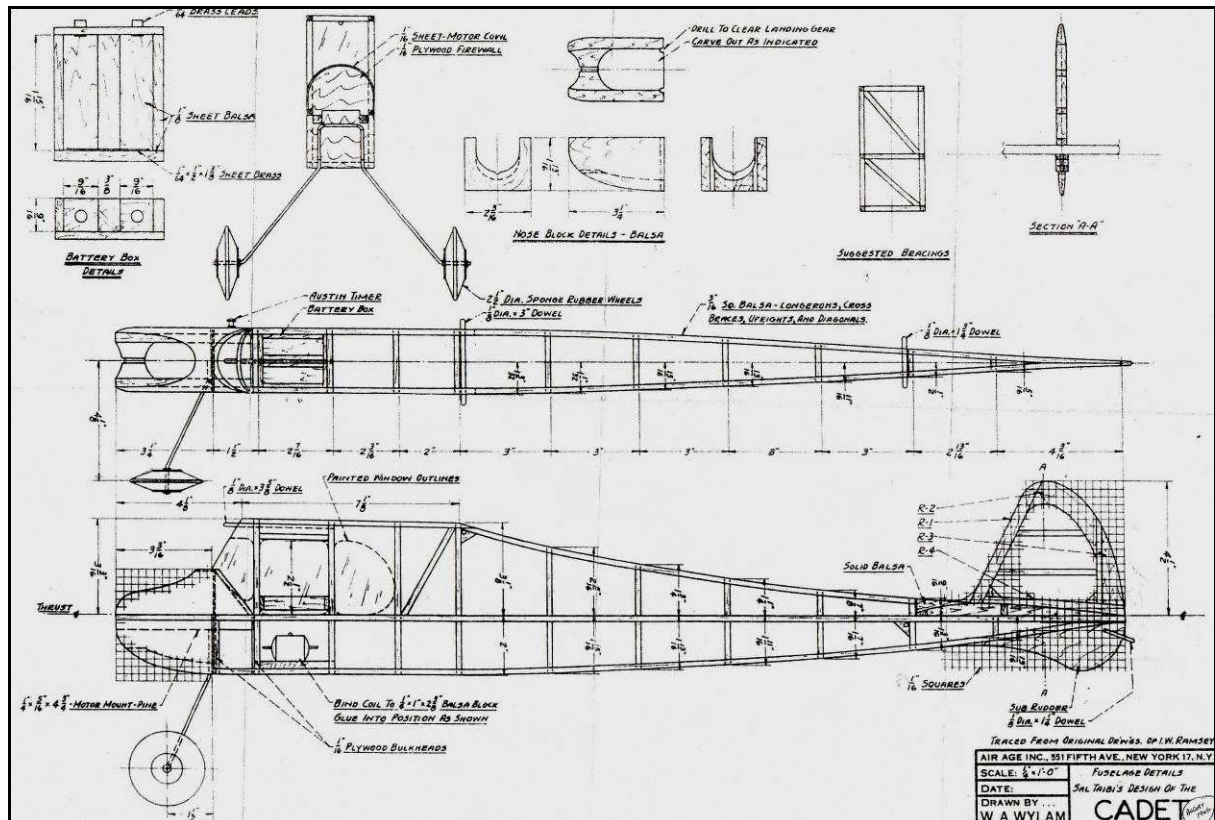
My model is powered with a replica Elfin 1.49 (one from Ivor F of Australia) using a Master 8x3 at about 12.6k. This was one of the "old" type 8x3's the new ones marked Combat seem to give slightly lower revs (higher pitch/thicker? This prop is good especially on draggy models such as this. The

model accelerates quickly to a steady state, without continual acceleration which can make trimming difficult on long engine runs.



The model needs careful trimming in that the fin is too small and the model can easily dutch roll. (I tried various set ups of wing incidence C/G changes etc but could not solve the problem) The set up shown below seems to work the best. The model needs to be launched into the spiral to the right at about 70 degs and it will then go up in a steady climb, calm or windy. Launch too straight and it will go out of phase and all over the sky. Glide is to the right but I needed a weighted drag flap on the right wing to get a reasonable tight circle. I also used tail tilt but this has a limit to the amount of turn obtained especially with a forward C/G . The wings have 1deg of washout at the tips, no other warps. On reflection it might be better to (especially as the tips are rather pointy) to use 3/4 degs of wash out.



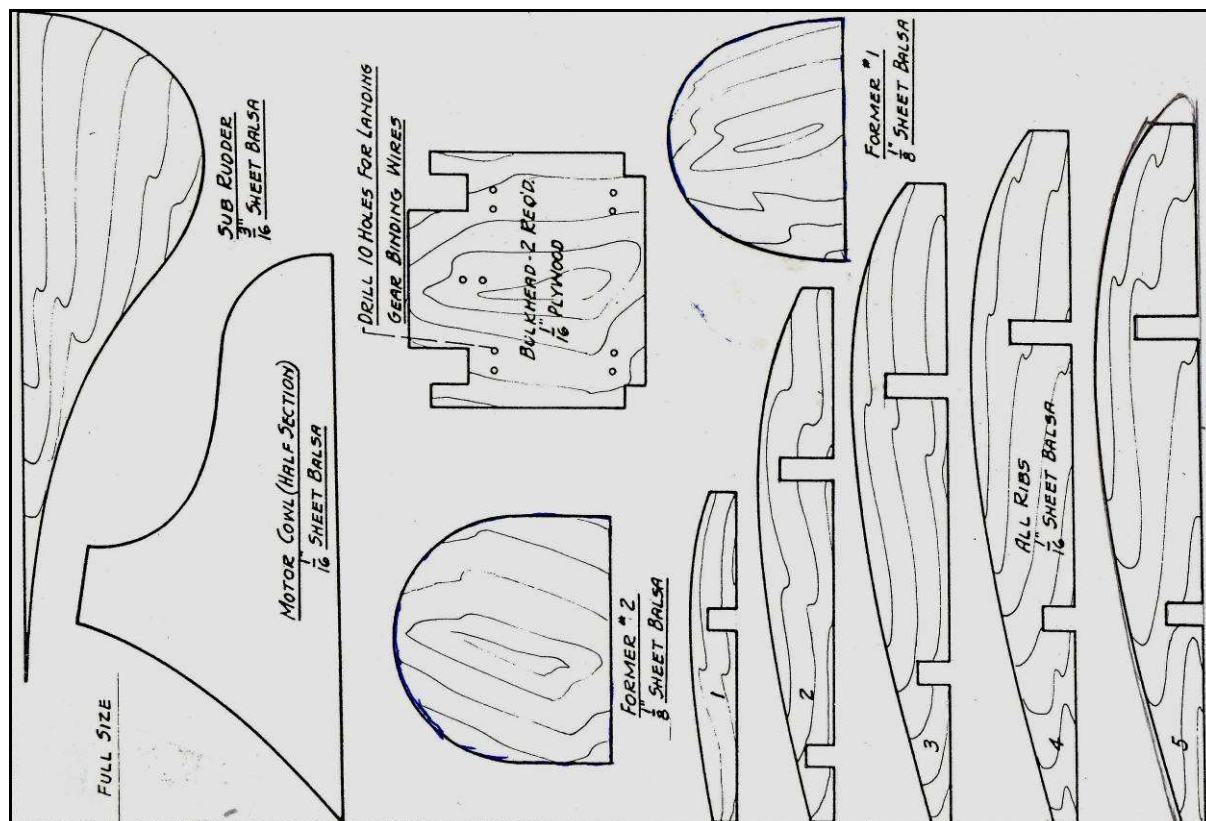


Wing area is 295 sq in. with the secret of performance lying in the 37% tail of 110 sq ins

Settings are 53% CG , wing + 2 degs , tail 0 degs , engine down 2 degs , but no left or right side thrust used.

Weights:

wing mylar / tissue used	74 g	
Tail / fin mylar / tissue	22 g	
Fuselage /engine /timer etc.	248 g	
Total	344 g	or 12.1 ounces



You will notice that I avoid the finger marks upon gluing the glazing of the cabin, by not glazing but by painting the glazing. For the Bowden this would not be acceptable.

A further point is that tails with integral fins need keys to ensure consistent placement. (do not use Ali trim tabs that's death you are bound to knock them out of position). I always use split dowel type on the outside positions, in the case of a bad landing one might get knocked off but are easily replaced. Central methods to me seem fraught as if they get broken how do you line the tail up again? Forget beauty and go with practicality. Keys glued to tissue are not too good, the tissue can tear, so use small pieces of masking tape at the appropriate positions and glue the keys to the tape, the key can then become detached without tearing the tissue. Always before launching check the tail position, some times you only get one chance to do this!

The model could be used for regular vintage competitions in that it can accomplish a max of 2.30 fairly confidently off of the allowed 18 seconds run. A nice model for those with the more traditional eye.

John Thompson



Electrifying

As a so-called model humorist I take off my tattered cap and bells to a witty word spinner of the first Teddy Boy era. Back in the year 1909 a certain Mr. Cannon had the gentle readers of those pioneer days exploding in bewhiskered mirth at his straight-faced skit on the new fangled model flying.

Taking the rise out of the lack of rise exhibited by the india rubber-powered models our whimsical friend introduced his super scientific electric model, complete with cardboard cut-out wing and a wing loading per cardboard square foot that would stagger a supersonic fighter. Climb was achieved by a new and revolutionary process—a tall pair of steps, while the d/t apparatus was simple in design and faultless in execution: a long piece of string.

An unusual feature of the model was the absence of a rudder. This omission being possibly due to the fact that the builder hadn't the strength to cut this out of corrugated iron after twisting his solid oak propeller into shape.

Perhaps a more practical model would have been the camphor ball special. Instead of the wing being cut out of a plain piece of cardboard, a more scientific principle is used: successive laminations of cornflake cartons. The cartons used

should comprise a complete set, so that in the event of the model crashing, the wing can be carefully unglued and sent away in exchange for a spaceman's helmet.

For the fuselage, the planks of stout timbers can be replaced by a length of 3 in. galvanised iron piping. A chamber—non domestic—is located at the tail end to receive the heated camphor balls. The wing should be mounted parasol fashion.

Any good quality umbrella can be used for this purpose, although a walking stick type is recommended so that the handle might be utilised for short passenger trips. No propeller is required as the machine operates entirely upon the moth induction principle; for the sake of appearances a dummy can be fitted. Be sure, however, to remove the ring from same before twisting into shape.

Owing to high all-up weight, some difficulty may be experienced in launching. Therefore, to make your helper heave, add more camphor balls.

Flagging Spirits

With all the panoply of flag waving, banqueting and general festivity overlaying the modern international meeting the insignificant programme feature of model flying is almost lost sight of. Indeed, you might imagine that the forests of flags were there to screen this odious activity from visitors who are innocent enough to believe that the nations of the world are met for some nobler purpose, such as a coronation or the inauguration of a five year plan. Entering into the carnival

spirit of things, the visitors have but one grievance: the hordes of noisy people cluttering up the hotels with large boxes.

Happily, the zealous competitor is prepared to suffer much in the cause of the hobby. He can put up with all the tiresome preliminaries if only he is left in peace on the airfield. Leaving the final banquet he staggers to the flying field under a load of aspirin and bicarb. But, if he thinks his suffering ends there, he is very much mistaken. Before you can say "Union Jack" he is formed up in procession for a flag waving tour of the airfield. How many times he is called upon to undergo this penance we do not know—possibly every time someone does a max.

Two Years' Duration

I like that waggish remark about radio models taking "a hundred hours' work for ten minutes' flying." Wild exaggeration, of course, as far as the average radio flier is concerned. He'd like to know where the ten minutes' flying comes in.

Anyway, in radio modelling, the actual flying is quite unimportant. In fact, it is an ordeal which should be delayed as long as possible. "Two years' waiting for 15 seconds' flying," is nearer the mark, based upon a schedule which optimistically allows for eight flyable Sundays in two years.

- Sunday 1. Concours exhibition and general equipment display on club field.
- Sunday 2. Start up engine. Discuss with club pundits the technical difficulties of replacing broken engine bearers and bandaging damaged finger.
- Sunday 3. Test glide model. Discuss with club pundits the best means of extricating undercarriage from inside fuselage, and where to locate 2 lb. of lead behind c. of g.
- Sunday 4. Test radio.
- Sunday 5. Test radio.
- Sunday 6. Test radio.
- Sunday 7. Fly model with faulty radio removed.
- Sunday 8. Fly rebuilt model with rebuilt radio. Discuss with club salvage experts how to separate engine from 2 lb. lead weight.

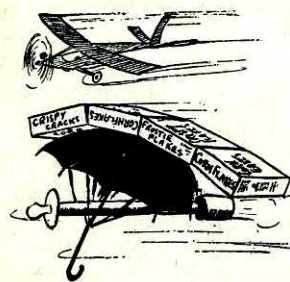
All Catered For

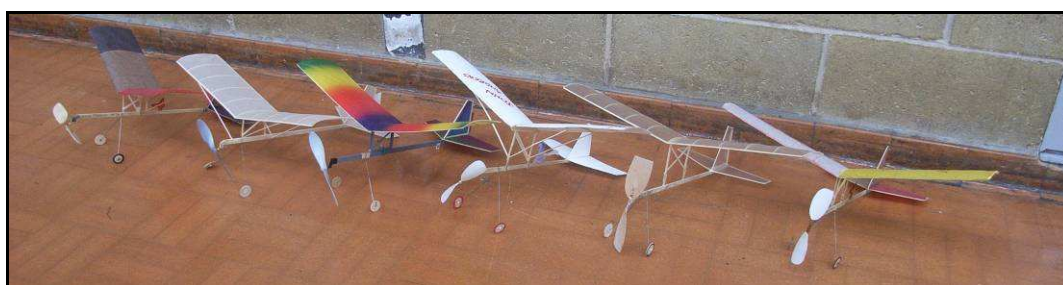
The happy club is the club where every member has a job to do. Not everyone can be Hon. Sec., or Hon. Treasurer, and as these two jobs involve actual work, not everyone wants them. But members are hardly likely to hang around the clubroom unless they have some official status to cling to, and fortunately most clubs are inventive enough to think up enough non-functioning official posts to gratify the pride of these simple souls.

Posts can be allocated according to age and disposition. The elderly member is sustained by a vice presidency, while the younger and wilder member rejoices in the title of Combat Liaison Officer. Even the single junior member need not be forgotten. Junior Committee Representative will give him something pompous to boast about.

When I first heard that the Long Eaton Club had appointed a catering officer I thought that they were either displaying a simple sense of humour or pushing the appointments system just a bit too far. Amazingly enough, they have a catering officer who actually functions as such, following the club around with his pop and choc chuck wagon. At present, nothing stronger than lemonade is served, but if the club hopes to beguile the local councillors into allowing them the use of the park. . . .

SKETCHES BY _____ ALI



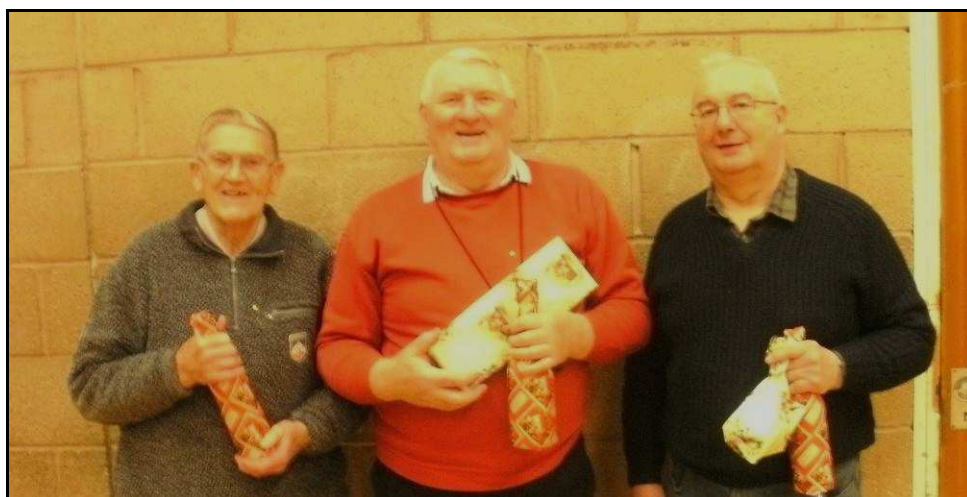


The Xmas 'Hanger Rat' competition at the Birmingham Club's Thorns indoor meeting on the 12th December saw an absolute profusion of 'Rats' built for the day. I saw only two other types of model being flown during the three hour session.

For one flyer it was his first model build for a number of years and help was on hand to get it flying. The model specification supplied by the organiser Colin Shepherd, excluded any deviation from the plan, save for the use of a commercial plastic propeller if desired. Some of the so called experts the like of Mick Chiltern, Eric Hawthorn and myself found the flat paddle prop of the plan less than desirable but we and many other flyers entered into the spirit of the event and stuck with it. It took a lot of effort and test flying to achieve a two minute flight, particularly as one rule limited touches on the ceiling to two only. I usually find that flights with three or four lucky bounces off the lights bring the best times. The competition was best two flights from six. I wasted three flights with ceiling knocks that put the model twice into the walls and once into a terminal velocity dive. I had stripped several lengths of .115" wide rubber but had none long enough for what was required and it was only tying two bits together to make a 26" loop that gave me my only two minutes plus time on my final flight. A point of note was the fact that Colin Shepherd was only using .090" wide strip on his light 'Rat' and he managed to make two two minute flights but, as organiser, he declined to submit his times, leaving yours truly to take the honours on the day.



Flyers gather as Colin Shepherd officiates at the Prize Presentation and Raffle



Winners on the day: David Vaughan, John Andrews, and Eric Hawthorn

Results

NAME	1	2	3	4	5	6	TOTAL 2 best Scores
COLIN SHEPHERD	1.56	1.1	2.00	1.58	2.04	2.01	4.05
JOHN ANDREWS	0.58	1.43	1.02	1.24	1.53	2.06	3.59
DAVID VAUGHAN	1.52	1.35	1.55	1.54	2.01	1.46	3.56
ERIC HAWTHORN	1.19	1.31	1.51	0.51	1.46	1.13	3.37
PETE MARTIN	1.41	1.52	1.51	1.29	0	0	3.03
TOM	1.11	1.18	0.49	1.09	1.07	1	2.29
MICK WILKINSON	0.56	0.59	0.59	1.12	1.17	0	2.29
MICK CHILTON	1.06	0.58	0.58	0.52	1.05	1.1	2.16
DAVE DYER	0.42	0.49	1.06	1.05	0.58	1.03	2.11
PAUL HIDE	0.54	1.06	0.54	0.52	0.52	0.59	2.05
DERECK KIRBY	0.5	1	0.55	0.59	0.14	0.42	1.59
JOHN FAULTLESS	0.39	0.47	0.51	0.58	1	0.52	1.58

David Vaughan took time out from his 'Rat' flying to check out his new scale model, a 'Pitts S1-C', which flew beautifully and was a delight to behold.



A prime example of an expert scale modeller's art.

John Andrews

I suppose all indoor flyers remember the glorious indoor events held at the Alumwell Centre, at Walsall, some years ago, run mainly by Dave Hanks.

These meetings went on for some years, and some were national events supported by the BMFA, then for some reason they stopped happening. The meetings were resurrected by two guys, Pete Ashmore and Colin Shepherd, and we were flying in Allumwell again and very grateful to those two enterprising modellers. Good show guys.

After some time Colin stood down, and the events carried on under Pete's guidance.

Colin went off to promote meetings of his own, first at Cradley Heath, then Quinton and finally at Thorns club in Worcestershire, and it is thriving very well, with good attendances, and Colin, bless him was one of our first Brownhills event flyers.

After a couple of years Alumwell became too much for Pete, and he was not enjoying the best of health, the costs were becoming prohibitive too, so alas it finally came to an end

Meanwhile Gerry York had set up Shropshire Indoor Flyers, and was operating out of RAF Shawbury, and this was fine for some of us, it is a very good venue, a huge blister hangar/sports hall, but not too good for the old Alumwell gang who came mainly from the West Midlands.

Meanwhile, many of us old Alumwellites were suffering withdrawal symptoms, and this went on for a couple of years.

It was then that good old fashioned fate took a hand, and I had been invited to a reunion of old friends and neighbours. It was a very good evening, and a good time was had by all, especially me, for I discovered that the centre that was putting on this event was, run by an old friend. Sometime during the evening the sports room at Alumwell came up in conversation, (they were both under the control by the same Local Authority) and my friend dropped it out that "there was a big hall here!"

Of course my ears pricked right up at that, and she took me on an inspection tour. Although it was not quite as large as Alumwell, it was huge! So I was hooked on the idea of another place not too far from Walsall being used for indoor flight.

I left there thinking of how I could organise some sort of event. There was a lot to think about, not least the finances. Mainly, what if it was organised and no-one turned up, who would be left holding the financial baby.



Tony Eadon-Mills, The Prime mover at Brownhills Indoor

After a lot more thought, it seemed to me that the best idea would be to share the burden, so I decided to speak to my very good friends, Keith Horry and Alan Price, so after a few phone calls we decided to visit the hall to ascertain its suitability, which we did one Saturday afternoon and the other two agreed that it would be a good spot to fly in. We then decided to have lunch at a convenient hostelry to talk over the facts, and it was agreed that we three would guarantee the rental for the first event from our own pockets. With that out of the way we went on to sort out a myriad of other items of when, advertising, word of mouth, etc., etc.,

With all these details agreed, we contacted the hall (Brownhills Community Association) and made a firm booking for our first....maybe our last...event. We spoke to the model journals with dates, and sat back full of apprehension to wait for our big date.

It dawned on one Saturday afternoon, and..... tragedy of tragedies....only about seven people turned up!!



Early Days at Brownhills, November 2009

Now it could have been disastrous, but us three fellows (aided by wives of course) who had put their heads above the parapet as it were, had previously agreed to pay the bill from our own resources, so we chipped in a year's worth of our own membership fees, so the day was saved, and we had a small amount of money for the next meet,.... if we decided to go on.

Go on we did, a little falteringly at first, but it got better and better until we found that we had survived for a full season. Now we hope to go on for a lot longer. So if anyone out there has been thinking about doing the same, do it, and all the best to you, our next one is:

January 15th 2010 - 2pm until 5pm, all are welcome.

Contact:- tonyeaddonmills@gmail.com Brownhills Indoor Flyers

Tony Eadon-Mills

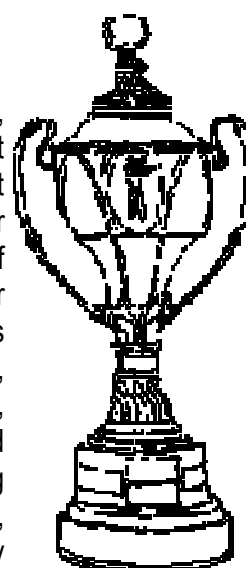
Wakefield Cup Winner 1954

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Charles Dennis Rushing

1954 Alan King, 26, Australia

The World Championships was awarded to the United States of America, and the contests would be held at the US Air Force Base, Suffolk near West Hampton, Long Island, New York, on July 24 to 26. The Convair Aircraft Corporation was the sponsor of the combined Wakefield and FAI Power events, and General Jimmy Doolittle, Hero of the Tokyo Raid, and pilot of the "Gee Bee", that won the 1932 Thompson Trophy Race, was the Air Marshall of the contest. This year there would be only eleven Nations represented in the Wakefield Cup event: USA, UK, Canada, Australia, Guatemala, Mexico, Japan, Sweden, South Africa, New Zealand, Switzerland. There in person was Arne Blomgren the 1952 Wakefield Champion and Anders Hakanson, both still flying their original winning Wakefields! From Japan was Kiyotatso Miyoshe to fly his Wakefield, Andrew Bobkowski from Guatemala, and all the way from Australia, by tramp steamer, was 26 year old Alan King.



The USA Team included: Bob Dunham, Dick Baxter, Bob Debatty, and Warren Gillespie, the 1953 Wakefield Champion Joe Foster was not invited (?) I asked Joe about the tradition in the Wakefield Cup event that always, since 1928, required the Champion to defend their title. He told me that the AMA did not exercise this tradition, and he tried but did not win a place on the 1954 USA Team. So much for tradition. The Soviet Block Nations sent their regrets also, so much for friendly international competition.

On July 25, FAI Power day, the AMA's Technical Director, Carl Wheeley won the FAI Power Championships for Team USA, and the Team won the Franz Kluz Trophy again. This year there would be five rounds at 180 seconds each round. Rubber would be limited to 2.84 ounces, or 80 grams, total weight of the airframe 6.7 ounces, or 190 grams plus the rubber motor. Launching would continue to be ROG this year...

ROUNDS 1-5: Sunday, July 26, was Wakefield Day, and the weather was warm, and dry, with light winds. The USAF personnel provided an efficient retrieval service, chasing down and bringing back Wakefields in record time. There was one 180 second flight, in round 1, by Alan King, of Australia. Carl Hermes on the Proxy Team, flying Charles Jackson's Wakefield, had a 146 second flight. Alan King continued to score 180 seconds for every round to win the 1954 Wakefield Cup. The Leader Board please...

Place	Name	Country	Round 1	Round 2	Round 3	Round 4	Round 5	Total
1	Alan King	AUS	180	180	180	180	180	900
2	Charles Jackson (Carl Hermes)	GBR	146	180	180	180	180	866
3	Allan Lim Joon (Manuel Andrade)	AUS	180	143	180	180	180	863
4	John Upton (George Reich)	NZL	180	180	180	124	180	844
5	Bob Dunham	USA	120	175	180	180	180	835
6	Arne Blomgren	SWE	180	146	180	128	180	814
7	Philip Joyce	CAN	180	180	141	180	125	806
8	Fabi Mursep	ARG	152	169	120	180	180	801
9	Dick Baxter	USA	180	180	177	180	81	798
10	Warren Gillespie	USA	123	138	180	180	150	771

Alan King was the top contestant in the Australian Wakefield Team eliminations, and was so determined to fly in the 1954 Wakefield International Cup Contest that he paid his own passage of \$400.00 round-trip, on a tramp steamer bound for the USA; he was then a 26 year old chemist working in Melbourne. Winning the Wakefield Cup in 1954 forever changed this young man's life.

The Proxy Team was made up of the best Wakefield flyers of the time, they "out flew" the USA Team, they were: Carl Hermes, 1953 USA Team, for Charles Jackson (G); Manny Andrade, 1951 USA Team, for Allen Lim Joon (VH); George Reich, 1953 USA Team, for Jack Upton (ZL); Cliff Montplaisir, 1953 USA Team, for Hugh O'Donnell (G), the co-champion of the 1953 Wakefield Cup. Unhappily, Cliff was disqualified for pushing Hugh's Wakefield on the last flight. MAN editor Bill Dean captioned a photograph showing Cliff preparing to fly "Did Montplaisir push O'Donnell's model on disqualified round? Stupid. obsolete rule." Stupid (?) obsolete (?) why not do away with the undercarriage altogether (?) so they (FAI/ CIAM) did! If one listened I am sure that you could hear the bleating for "modernization! modernization! ." The sound of the bleating came mostly from the east, where tradition was meaningless.

The "Antique, and Vintage Era", were coming to a close. By 1957 complete modernization of that old fashioned "gumiband" (Dave Thornburg's adjective) contest the Wakefield Cup event had taken place. Many veterans tried in a vain attempt to reawaken what they felt were the true Wakefields, thank God for SAM35 England. As with Dickens "Madam Defarge" the FAI/CIAM kept "fiddling, fiddling, always fiddling, the string of knots... kept growing...!" (IK: with FAI/CIAM responding to the other equally valid interests as summarised so well by Bill Dean. If no progress was required why was balsa wood allowed?)

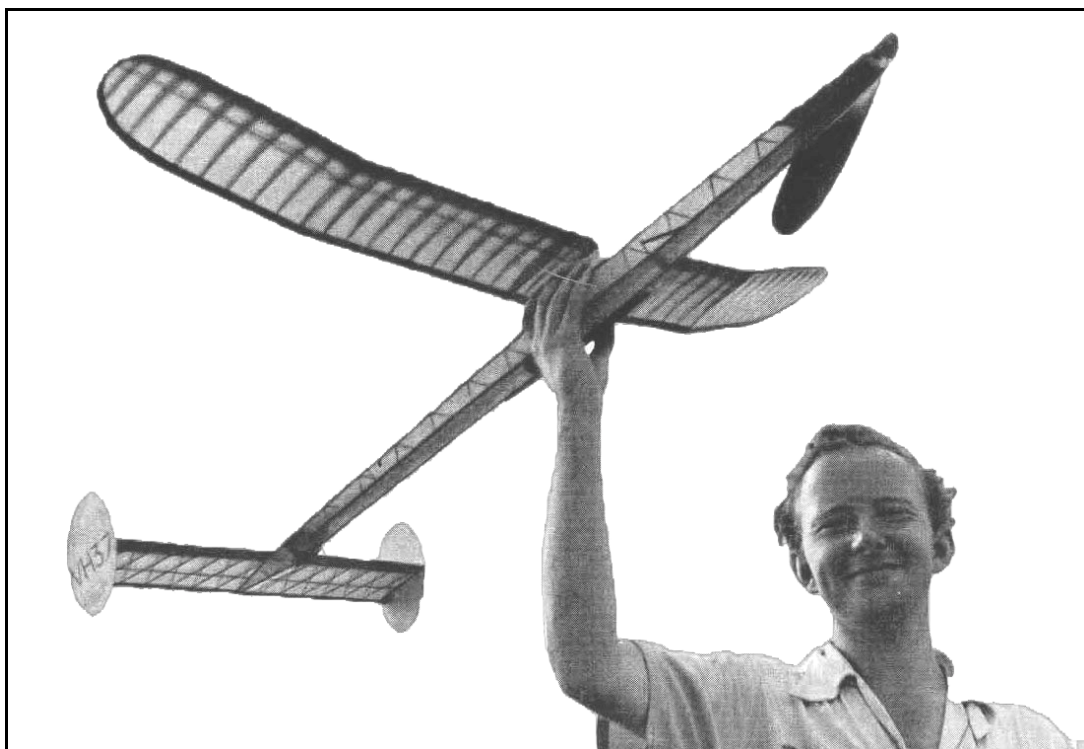
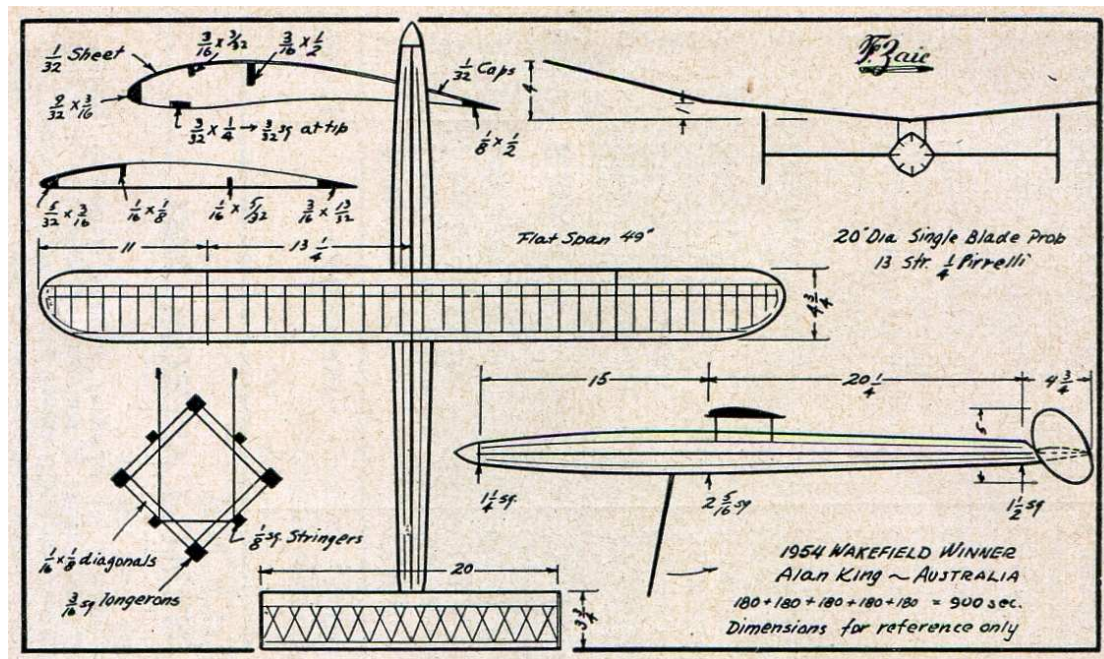
WINNING WAKEFIELD		
<i>component</i>	<i>inches</i>	<i>mm</i>
wing	49.28 x 4.81	1252 x 122
tail	20 x 3.75	508 x 95
fuselage	39.75	1010
propeller	20 dia, 28 pitch	508 dia, 711 pitch
rubber	1/4" x 13 strands Pirelli	

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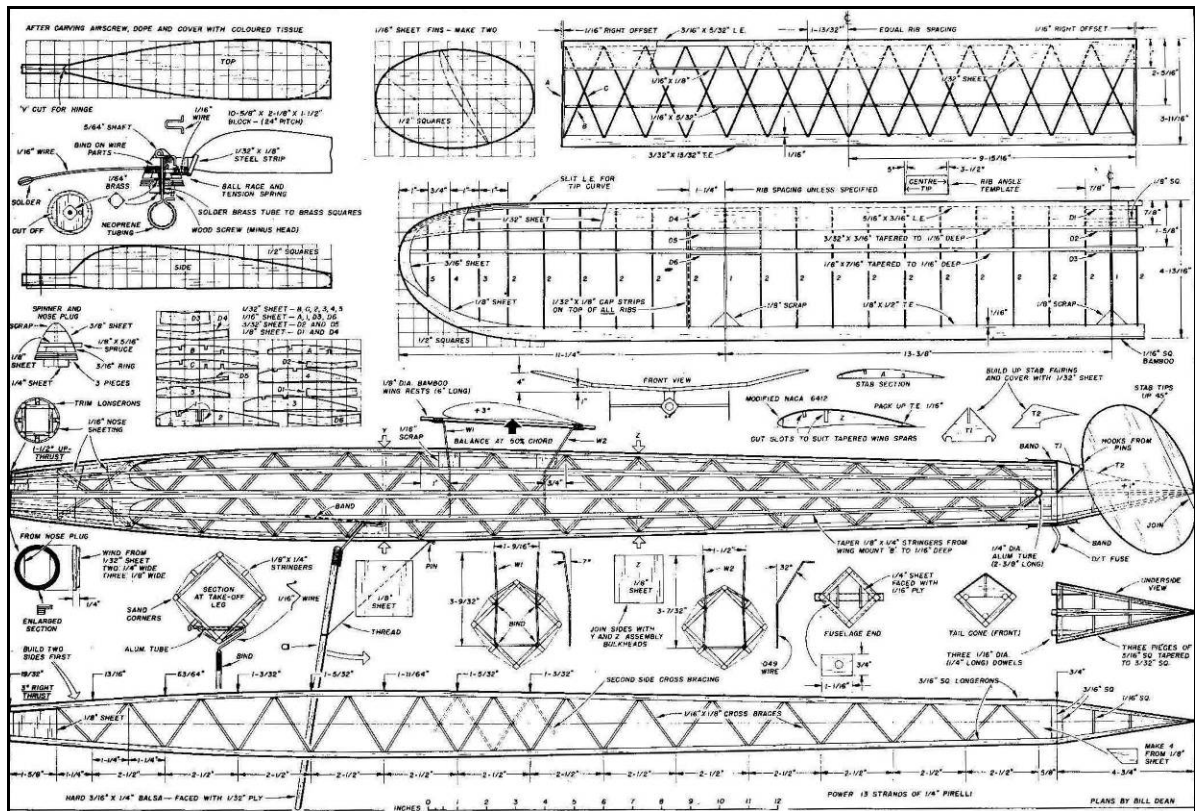
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Charles Dennis Rushing

The following pictures were extracted by Roy Tiller
from the David Baker Heritage Library



Allan King 1954 Wakefield Trophy Winner



Allan King's 1954 Wakefield Winner

Roy Tiller

The Keil Kraft Scorpion

David Lovegrove

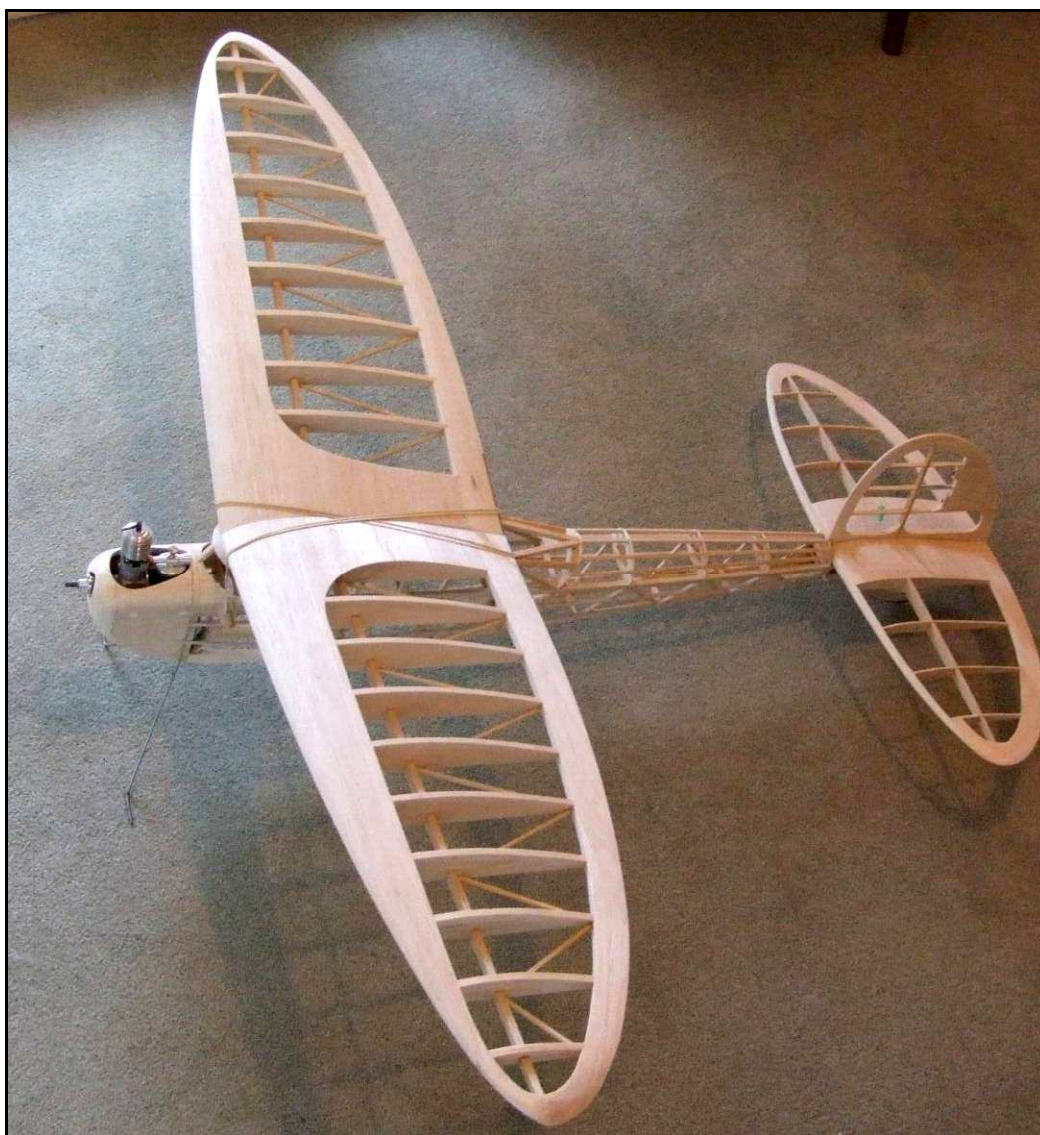
Some 1066-ers will have seen the 'Scorpion', that I've flown a few times at Middle Wallop. I freely confess I'm infatuated with this model - I love its curvaceous fuz and those beautiful elliptical flying surfaces - and the flight performance is everything a man could wish for.



Gorgeous, innit?

Last time out, I had a problem with F2. This is the former the u/c is attached to and it self-destructed on landing. In fairness, I can only blame myself for that. I always make a conscious effort to try to build light and in this case, I was a bit too ambitious in lightening this particular former. Never mind; she's now repaired and restored to her former glory, ready to fly again, hopefully at MW in February at the next 1066 beano. Incidentally, this particular fixture is often blessed with gorgeous spring weather. Fingers crossed . . .

At only 44" wingspan, it's a relatively small model, and it's only available as a plan, as far as I know. However, as well as this plan, Colin Buckle sells a kit for a one-and-a-half-times-bigger version - the *Super Scorpion* - should your taste run that way.



The modern approach

The design was conceived in 1940 by Gordon "Scotty" Murray, who I think was from the good ol' US of A. Possibly worried that he might be accused of false modesty, Gordon named his creation '*The Answer*'. He must have

believed, sincerely, that it represented the perfect solution to some perceived dilemma faced by his compatriots. Whatever that might have been, it was certainly a darn good airplane (haven't I heard that phrase before?) and the design was subsequently kitted in the USA as '*The Topper*'. Enter the '*Scorpion*', which from a British standpoint, I'm slightly ashamed to say was a rib-for-rib copy, by Messrs. Keil Kraft, of '*The Answer*'. The kit appeared in the UK in 1946, similarly designed around a .19 sparkie.

From this distance in time, the elliptical wing's original construction, devised by US compatriot Jerry Ritz, looks decidedly idiosyncratic, simply comprising a sixteenth balsa sheet outline, braced (if you can call it that) with front-to-back balsa strips. And that was it. This extremely basic structure had the advantage of being simple and quick to build but it became very "interesting" at the covering stage. Top and bottom surfaces were covered (in those days probably in silk?), after which the top surface was doped and allowed to shrink before doping the bottom. This process was supposed to produce an aerofoil section, alongside a smoothly curving dihedral. Hmmm . . .

I seem to remember reading, a few years ago, that our own late, great, David Deadman tried the 'Ritz' method on a 24" reduced-scale version of '*The Answer*'. He built it from an Al Lidberg plan, which showed the original wing construction. Although it was okay to start with, he described how, after doping the covered wing, it rapidly shape-shifted and transformed itself into a propeller! David, a modeller of superlative skills, finally had to concede defeat, and added a spar and lower caps-trips to get the wing to stay in shape. 'Nuff said' . . .

Now, if the talented Mr D. couldn't make it work, very few ordinary mortals out in the real modelling world of post-war Britain would have stood much chance at all. *Keil Kraft* swiftly realised that if they were going to sell these kits they'd have to come up with a more predictable and easier alternative for that diabolically tricky wing. Hence the conventional, under cambered, full-depth wing section seen on later iterations. Which was fine, except that KK's designer came up with, what I personally think is, a very odd-looking airfoil. Or at least, as it's drawn on the plan, it is. I failed, miserably, to make a set of usable ribs. Eventually I sat down at the computer to play with my *Profili* airfoil programme, to see if I could come up with a solution. But, after producing another two sets of useless under cambered ribs, I threw in the towel and knocked out another set using a simple, flat-bottomed, Clark X / Clark Y15% blend. The logic of this combination is that the slightly thicker tip section produces aerodynamic washout. This ruse has worked well for me in the past with a number of own-designs. Also, as both are flat-bottomed, I was able to build the wing flat

on the building-board, without having to resort to a lot of jiggery-pokery. That was a relief, I can tell you!

Moving on, the fuselage is one of those triangular-sideframed affairs, which, whilst it's highly attractive, is similarly a nightmare to build! After much head-scratching, I made up lots of bespoke balsa jigs to establish and maintain the changing angles of the rear lower section as I glued it together. It took ages but maybe that's just me getting slower with the advancing years!

Covering was mylar and tissue. There was a bit of fun with the wings, as the root chord is quite wide and the damp tissue wasn't keen to go on tidily, but we got there in the end.

So, how does the model fly? Well, there were a few butterflies wriggling about in the old tummy as I fired up the 'Boddo' 1.3 replica (lovely engine) and set the revs to a nice slow 'pop-pop'. Waiting until the eye-dropper tank was almost empty, I released the model into the warm, gentle zephyr sensuously caressing *Glorious Middle Wallop's* immaculately manicured sward (getting a bit carried away here) and . . . it floated away, some fifty yards, as if on rails, before settling back down, gently, onto *terra firma*. A lovely moment. My gamble on the flat-bottomed wing section had paid off. The model was then easily and quickly trimmed for a left/left pattern and with increased power safely handled, later flights were wonderfully satisfying. No mistake, this pretty model has impeccable manners. Highly recommended.



A Super Scorpion (or is it twice-size?)

So, after an occasionally rather trying gestation, the *Scorpion/Answer* quickly became a favourite freeflyer. Do I hear a cry of "Shame it hasn't got a sparkie in it"? Alright, so the diesel isn't strictly PC but I'm afraid I can't be doing with over-priced, over-noisy, over-fragile engines*. Life's too short to stuff mushrooms. Or something.

* No offence. Honest.

David Lovegrove

Picture Gallery

(Editor: send me a few of your pictures please)



Spencer Willis's Yankee IV

It's about three years old and hasn't been flown yet.



Fourteen-year-old Hugh O'Donnell scored maximums to tie for Britain with U. S., Argentina at top. Feathering prop and retracting gear.

1953 Wakefield Contest



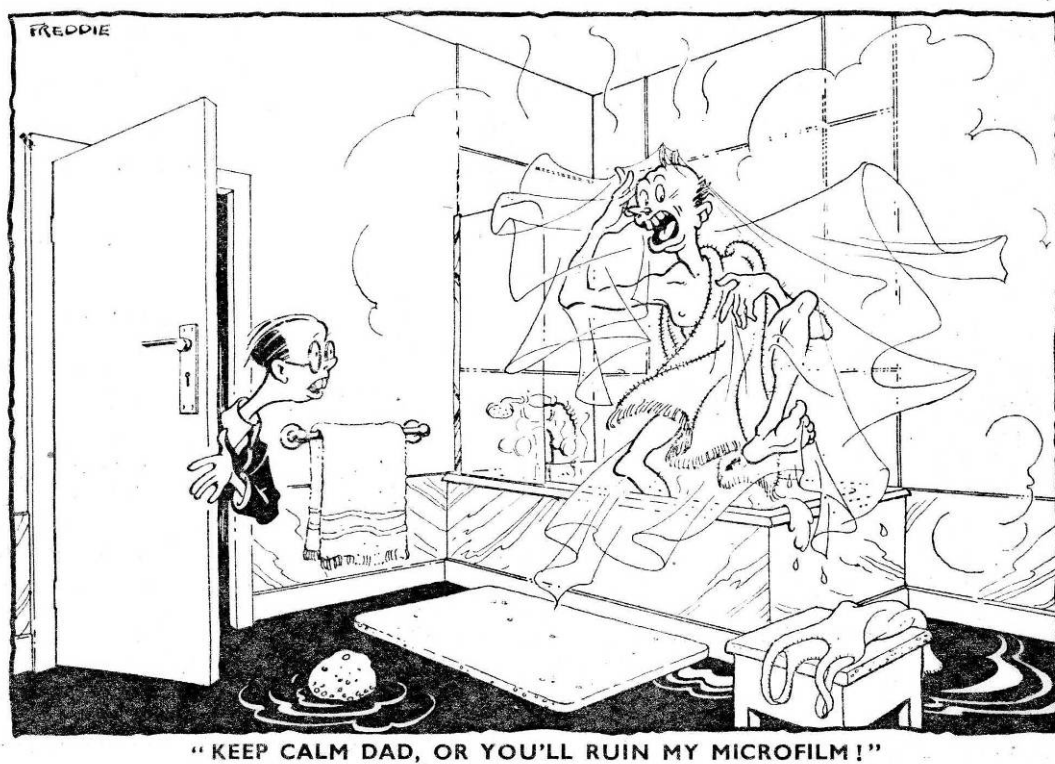
A Reality Escapade 3 axis Micro-light

Editor: I recently renewed contact with an aviation/aeromodelling/shooting friend who owns Milson Airstrip in Shropshire. I told him about my success with the Gyminnie Cricket at the indoor Nationals and he replied with the picture above, a G-IMNY Cricket he has hangered at Milson.



A late 1950's rag day fete

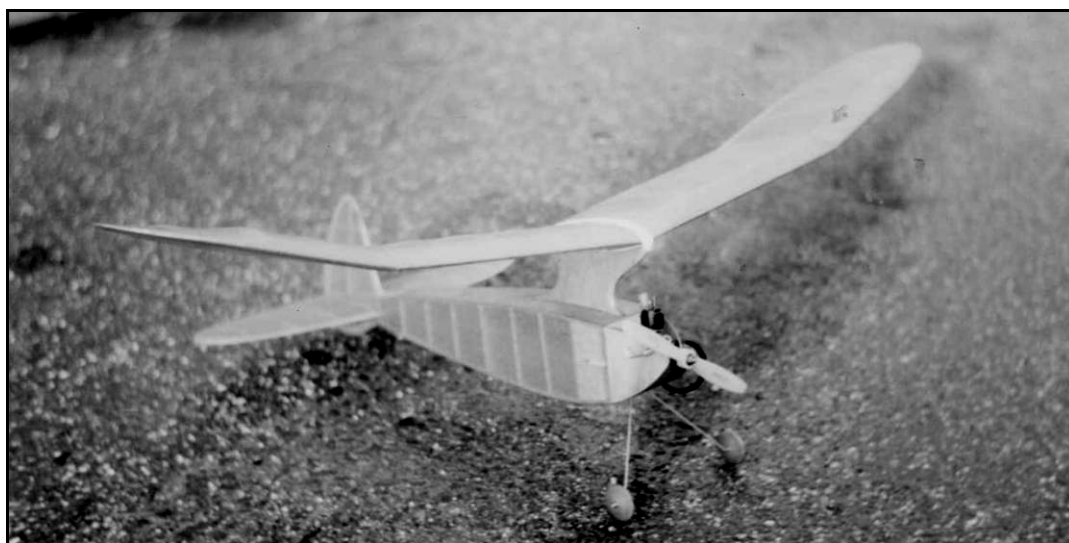
Editor returns to base after a C/L aerobatic demo
Note the 'U-Reely' control handle, still got it.



"KEEP CALM DAD, OR YOU'LL RUIN MY MICROFILM!"



An unusual Canadian Wakefield by Bill Warner

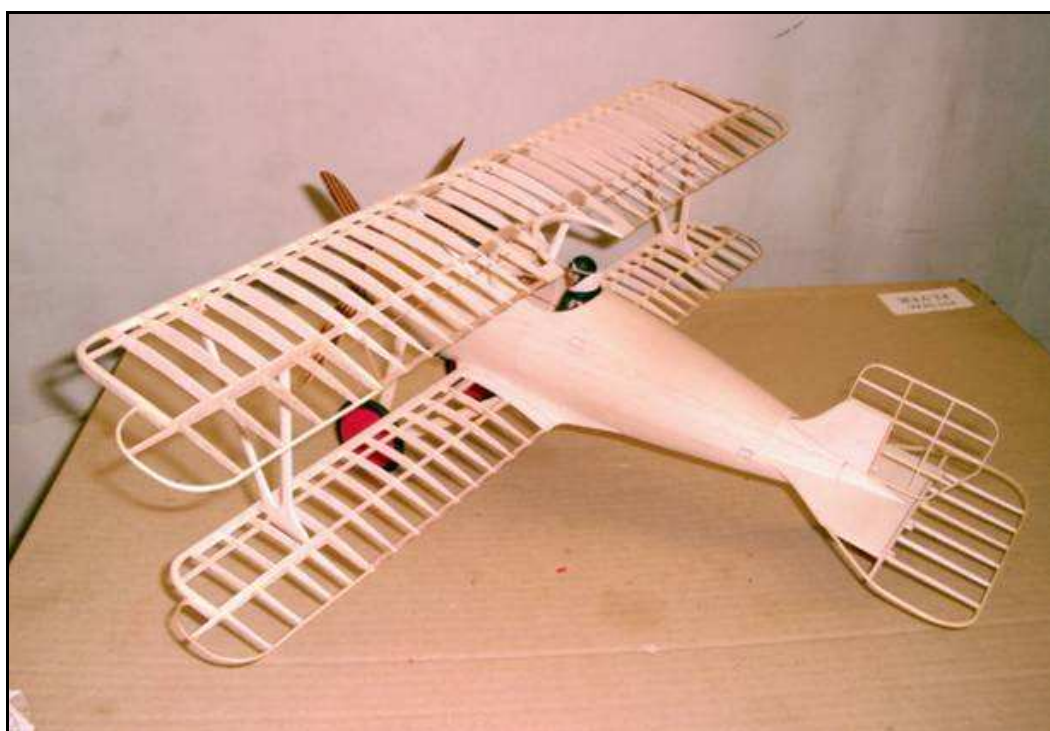


1946 Swallow

This is one of those pictures like we all have that we know little about



Timperley's Richard Wykes and his huge 'Top Banana'



Pete Iliffe's electric 'Seimans Schuckert D3' framework

This article appears by courtesy of the 'Cornwall Vintage Modellers' magazine and is continued from New Clarion July '10 issue. (*Editor: better late than never*)

Gun play on the Dorset border!

A very long fly-off from Merryfield with my favourite PAW19 Slow Open model ended across the Dorset/Somerset border and we drove out some 5 miles or so before getting a signal. Small lanes so it was a bit of a struggle to get the van close and also realised light was going and there was a wooded ridge a mile or so further on. From the way the signal had not been increasing in strength much for the last mile it was pretty clear the model was well off the ground and probably on that hill. I walked to it and into the sloping wood and got the usual 'off the clock' signal of a model high in a tree. Made a note of roughly where I was and planned to return a few days later in day light. Big storm in the night - next day got a call from a guy who had found the model hanging above a path a few feet up.

We went down the next weekend to collect it. A heatwave by now of course. Drive into this farm area that I had walked through six days before without so much as climbing a fence or opening a gate to be greeted with strangeness and some hostility. Wasn't the boss that had found the model but a worker. He had it all right but it had suffered a lot of tissue damaged in the storm and the fuse was in half and at the point the tracker was mounted so no bug! The bug was still obviously close by where the model came down. By this time the hostile boss who we believe had a lot of illegal immigrant workers in a cabin was becoming nervous and getting abusive and guns were being brought out. We thanked the fellow who had found the model but he was sorry that with his boss in this current mood it would impossible for him to take us into the wood to where he found it. He did tell us of a way of driving nearer by looping around the back of the wood on another lane.

We beat a hasty retreat happy we at least had the model back in repairable condition and circled around the back of this ridge to a road that ran half a mile the other side. It was nearly 30 degree C and sticky. I turned on the Yagi equipped radio and scanned around slowly and believe it or not heard the bug. This was nearly a week after the loss. That is 150 of the max 200 hour life of the battery. Lucky. Off I went into the wood - no place for Gladys with all the creepy insects biting so she stayed sunbathing in a field guarding the car as we were still a bit worried that the hostile man might turn up as I think at least I was back on his property. As it happened he didn't show again only friendly country types one of whom knew of the fellow and explained to Gladys that he didn't like visitors at all and had actually blocked off all but one of the lanes to his property with concrete blocks! We had already noticed some of those when we drove in.

I hacked my way into this wood - climbing slightly hence the good signal. Soon had the Yagi off then the rubber aerial off and only a wire in. I was standing on the path where he must have found it with the bottom branches of big conifers and deciduous trees overhanging everywhere. Still it was a few hundred yards downwind of where I had stopped searching the week before so it might not have been that high up a tree after all. A few more yards and I might have found it then and avoided the damage and the second trip. Now I had a good signal with 1 inch of wire. How was I going to find a tiny piece of kit in all this undergrowth. But I was at that point standing where two rough tracks crossed - almost a clearing. Every time I went to the trees the signal faded. So back to the strongest point. Lift radio above my head - signal fades slightly. Lower radio signal gets stronger! At this moment I took the aerial off altogether and as expected the signal went off as you only have about 18" range with no aerial. I don't know what made me crouch down but as I did the signal came back on! I moved the radio about just above the ground a few feet each way slowly - the signal came up and hey what's this 3" piece of bright wire sticking out of the ground at an angle. Well well, it's my bug, buried in dry mud. It must have fallen from the model when the guy was putting it into his truck after the storm and with all the mud there would have been there at the time it sank and then either got trodden on or driven over and buried. It now simply needed digging gently out undamaged - still working fine. I don't

know if I would have found it if it had been right in the trees or hanging a bit up which I thought it must have been bearing in mind the strong signal. I still consider that to be the best job I ever did bearing in mind the circumstances of hostile fire and intense swamp like heat. Just lucky the entire scenario was played out virtually on top of a ridge as had that bug been buried like that in a dip I would had to get much closer to hear it and might have presumed the battery was dead which it really should have been. It was by the next day, as I left it in to see just how much time I had left.

The Failures

I have had more failures when searching for other people's models. We lost one of George Sharp's Senators in a huge fly-off bump off North Luffenham one summer evening. We went back a few days later and worked at it all day but never heard a squeak. As it wasn't Gladys that had done the timing or the line I could never be confident that we were on the dead right line or maybe the model had still been up and went much further. We were looking 5 miles or so. One of my rules is if you haven't heard it you haven't gone far enough. I don't think to this day that we had.

I also forgot to take this advice a few years ago when searching for one of John Knights massive 4oz Lanzo flyaways south west of Woodbury. The line went across the Exe estuary skimming Dawlish. I didn't go across the river as I thought it had gone out to sea. I should have done as it was waiting in a field a mile or so inland. The on shore breeze had bent the line back around and brought it to land again. John got a call a few days later. I was so cross that I hadn't had the courage to go over the water. It would have been a good find - still under 7 miles though.

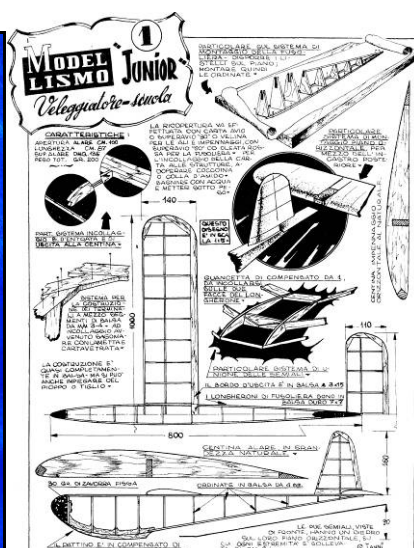
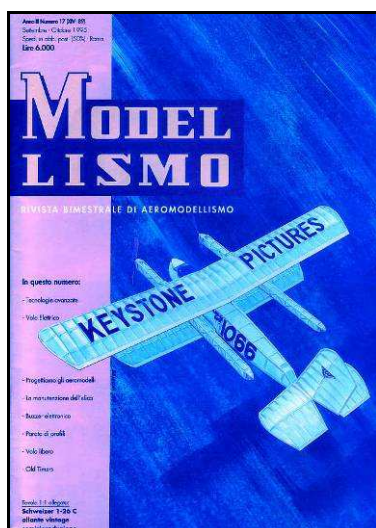
I believe Chris Strachan holds the record that I know of. He lost his C O 2 model in a fly-off winning effort a few years ago at the Nats. I remember watching it go in the mother and father of thermals. Model heading east from Barkston Heath. He drove on and on and on - nearly to the coast encouraged possibly by the fact that this was in the general direction of home for him. I think it was in excess of 20 miles when he heard it! So all you need to reduce the odds is this really: Time in the air; drift speed and direction; accurate line on a 1.25" to the mile map; a Yagi, as much for distance sensitivity as direction, and if you want to go through the night searching which is entirely practical in anything but wooded country then at least a head torch as remember you need to be able to read the receiver scale. The head torch is favourite above all others as it always points in the direction you are looking and you can never inadvertently shine it in your eyes and hence mess up night vision for 20 minutes. Just before we packed up George and I were deliberating as to whether a pair of really good night vision glasses might be useful too. Remember there is light at night time its just less. Be positive, patient and if you haven't heard it you probably haven't gone far enough. Keep walking and keep talking to yourself as you are mad, so you might as well sound mad too!

Dave Hipperson

The David Baker Heritage Library (Magazines) - Roy Tiller

Report No. 6 The Italian Job, Fascination and Frustration.

David had lots of contacts in Italy and visited often, so it was not a surprise to find in his collection quite a pile of Italian magazines. Beautiful covers and lots of lovely models both in the photographs and plans, that is the fascination bit. But of course it is all in Italian, so how to sort them by month and year. Google translate provided the months in Italian. Gennaio, Febbraio, Marzo, Aprile, Maggio, Giugno, Luglio, Agosto, Settembre, Ottobre, Novembre, Dicembre.



Well, they did tell me at the Fiat, Turin, factory that "English is only Italian with a bad accent".

"Modellismo" comprises the bulk of the collection and fortunately this was reprinted from No. 1 to No. 55 covering 1945 to 1954, perhaps the best years for our sort of aeromodelling. These magazines cover mainly aeromodelling of the period but also have some model boats, trains and cars for when you get bored with planes.

We have a few copies of "Modellistica Il Giornale Dell'Aeromodellista". The Giornale translates as newspaper. This title held from 1960 through to 1993 but by the next issue we have, in 2000, it had in line with the modern trend become "Modellistica International". This magazine has a mix of planes and trains and boats and cars.

The club newsletters include SAM 62 Newsletter titled "L'Aquilone" (the



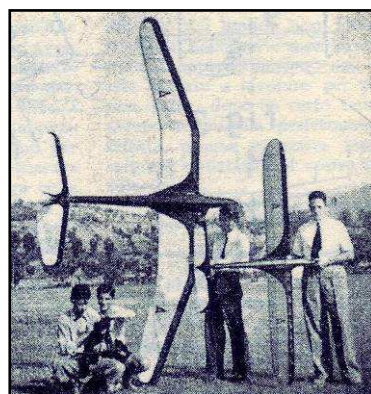
kite) where we have some from 1989 through to 1996 but then the name changed to "Notiziario SAM 62, Periodico Bimestrale" (there's that bad accent again). Sorting these out was a bit complicated as not only are there bi-monthly issues but also "Edizione Straordinaria", "Supplemento" and "Supplemento Bis". These supplements were generally confined to a plan and article of single model.

"L'Aquilone" reappeared as the newsletter of SAM 2001 and we have some from 2002 to 2008 including March 2004 with David Baker on the cover holding the Copland built Harrier Engine Unit.

We also have a few "Il Bollettino Dell'Aeromodellista" published by UTA, the Unione Toscana Aeromodellisti, an aeromodelling group north of Rome in the area of Tuscany and some "ALA Notizie" from Associazione Laziale Aeromodellisti. Google maps identifies Laziale as a suburb of Rome.



All the plans in these magazines have been added to our excel list together with, when possible, the designer's name. That is where the frustration bit came in. First it would seem that DISEGNO does not necessarily mean



designer but more often draughtsman and PROGETTO which Google translates as project, seems to be equivalent to our designer. The designers names are of course unfamiliar and are

sometimes given with the surname first and sometimes surname last. Designer initials are often used as part of the model name i.e. G R 622 by Giovanni RIDENTI but then the surname may be first as in C F 24 by Ferruccio CASSOLA, or have I just got his name the wrong way round? And finally to get it off my chest why did G.IANNI change his name to G.JANNI? See the Junior Glider Plan 1950 signed G.IANNI which when redrawn in 1994 is credited to G.JANNI.



Thanks to all who responded to the call for early SAM35 Speaks.

FOR SALE Bundles of Modellismo 5 off for £1.

Plan early, order now, collect at Middle Wallop

Imperturbable Modeller with a bad accent

Contact. Roy Tiller Tel. No. 01202 511309 e-mail roy.tiller@ntlworld.com

The following is an extract from the Royal Aero Club Newsletter

BRITISH PILOTS AT INTERNATIONAL COMPETITIONS

British pilots in all disciplines have been busy with international competitions this year and have achieved some excellent results. Congratulations to all the medal winners and high achievers.

Model flyers brought home numerous medals from the World Championships in Hungary.

The F2A (Speed,) team took Team Gold for the 14th year in succession. Peter Halman and Ken Morrissey took the silver and bronze medals, with speeds of 300.6 and 300.5 kph respectively.

In F2D Combat, Jamie Griffin, in his first international event, won the Junior Silver Medal.

The F4C Scale World Championships in Poland in August were also successful for the British team.

Peter Mc&ermott flying a DH9A won Bronze and the Team took the Team gold medal.



BMFA Scale Model Team
Peter McDermott, Dave Knott and Mick Henderson

Peter also took two other third places with his Sopwith Snipe in F4G, the Open International Contest for Large Scale Model Aircraft and with a Sopwith Triplane in F4H, the Open International Contest for Stand-Off Scale Model Aircraft, Alexander Kennedy was the winner of the F4H contest, flying a D.H. 82A Tiger Moth.

More success for model flyers also came at the European Free Flight Championships in Turkey, where John Carter achieved 3rd place in Fl A. This is always the most strongly contested class and John's success is a great result.

During this month I managed to pack & ship 3 x 25kg boxes of folded plans to Derick Scott in Lancaster, who has kindly volunteered to share the scanning burden. The idea was to deliver them along with about 150 or so rolled plans housed in tubes but I managed to choose the first day of really bad weather to travel up, so some hasty phone calls to change things took place. They were eventually dispatched by DHL & in spite of the dreadful conditions were delivered the very next day. Definitely a good service. The rolled plans can wait till the New Year.

Currently we are experiencing a few delays in getting pdf (scanned) files back from Roland in the USA as he is rather busy this time of year, so turnaround on requests is stretching out to two weeks or so. Apologies for this, but in the short term it is unavoidable, as everything is done by volunteer effort.

On the more positive news front, I have been in touch with Kath Watson, who amongst her various tasks for BMFA has taken on the role as Society archivist. She is happy to take the various modelling books temporarily housed in my garage & add them to the BMFA collection, so they will be listed over the next few weeks whilst I find some means of transporting them to Leicester.

There has been a distinct lack of response to my plaintive request regarding trophies. I'll let the subject ride for another month, then if nothing materialises they will be consigned to history.

Sorting through yet more material in the garage has uncovered quite a lot of dime scale & peanut plans, As time goes by, these will be added to the main plan list, as will the plans from our Bournemouth Club Library that are not already listed. It's taking somewhat longer to go through the main list & edit out my unintentional mistakes, but I'm still hopeful of getting it to Mike to put on SAM 1066 web site during the holiday period.

Some information about the National Aerospace Library in Farnborough has been sent to our Hon Editor for inclusion in the New Clarion, for anyone who is in that area. As mentioned last month, there is a wealth of information held on virtually every topic concerning the aerospace sector, inclusive of bound volumes of the Aeromodeller from around the mid 1940's. Alternatively, have a look at their website - www.aerosociety.com/nal

Happy New Year to all our readers. Here's to some good days at Middle Wallop.

Roger Newman

Contact Details

Address The National Aerospace Library
The Hub, Fowler Avenue, IQ Farnborough,
Farnborough, Hants GU14 7JP, UK

Telephone +44 (0)1252 701038/39

Email hublibrary@aerosociety.com

Opening Hours

Tuesday - Friday, 10:00 - 16:00

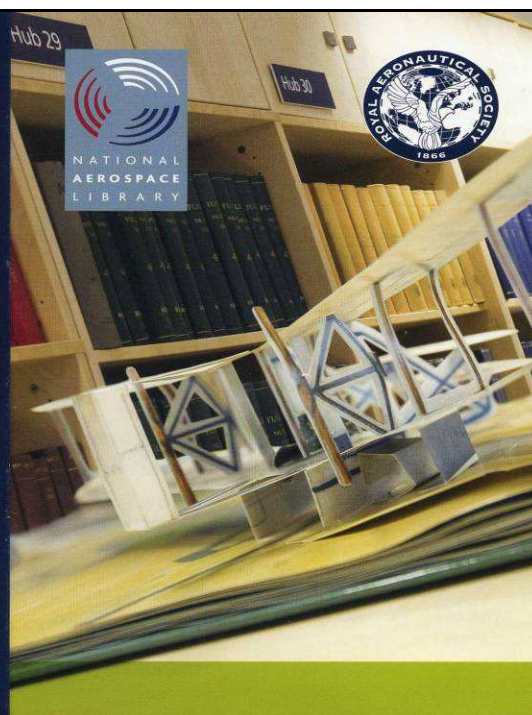
Accessibility

There is wheelchair access to the Hub building where the library is situated and free parking is available on the premises for all visitors.

How to get there

The library is under a mile from the main Farnborough railway station and can be walked in about 15 minutes, or alternatively 5 minutes by Taxi from the station.

For more information about the Society and Library please visit
www.aerosociety.com/nal



Visit one of the world's most prestigious aerospace and aeronautical library collections

In association with



Hampshire
County Council



National Aerospace Library

The National Aerospace Library is housed in one of Farnborough's architectural landmarks, the Hub Building, at IQ Farnborough; access to the collection is free. It is owned and operated by the Royal Aeronautical Society whose original collection makes up the majority of the National Aerospace Library collection.



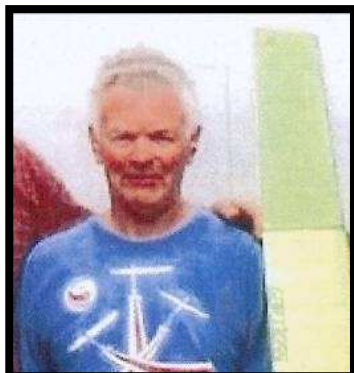
Available to view at the National Aerospace Library are:

- Over 10,000 aeronautical books.
- Many 1,000s of back-issues of key aviation journals from around the world including extensive bound runs of *The Aeronautical Journal* / *Aerospace International* / *The Aerospace Professional*, *Flight*, *The Aeroplane*, *Interavia*, *Air et Cosmos*, *Aero Digest*, *Flying*, *Aircraft* etc. among other titles.
- Over 40,000 technical reports from aeronautical research establishments from around the world from 1909 onwards including AGARD / ARC / ARL / DLR / ESA / ESRO / FFA / ISAS / NACA / NASA / NLR / NRC / ONERA / TAE / UTIAS and some of the major Royal Aircraft Establishment (RAE) technical report series.
- Extensive holdings of *Air Publications*, ATA handling notes and air accident reports.
- The Air Pilot* / *UK Aeronautical Information Publication* (AIP) from August 1948 through to 1999.
- Extensive runs of *Jane's All the World's Aircraft* plus other volumes from the 'Jane's' series.
- Historically important past minutes of the *Society of British Aircraft Constructors* / *Aerospace Companies* (SBAC) Council and its various committees dating from 1916-2000.
- The Library's extensive online database catalogue of over 90,000 records is searchable via the website www.aerosociety.com/nal
- Library staff are available to assist enquirers.

www.aerosociety.com/nal

Aeromodeller Departed

With regret I report the death of one of our model flying compatriots:



John Bailey, Biggles MFC

A member for well over 30 years, he was a keen supporter of the Biggles club championships and often high scorer in Biggles team successes. Internationally he represented GB in World and European championships flying F1A and F1B. He had a wide range of interests including R/C, and many of his designs have been published,

FREE-FLIGHT TRIMMING ON SALISBURY PLAIN FOR 2011

For 2011 almost every weekend will be available for free-flight trimming and training by BMFA members on Area 8 on Salisbury Plain. Those flying any free-flight classes will be welcome, as well as those practicing for FAI FF contests. This is one of the best free-flight venues in Britain, and the aim is to improve overall free-flight standards in the UK.

There are a few simple rules to follow. Send an SAE to Bernard Aslett, 25, Honeyhill, Wooton Bassett, Swindon, Wilts, SN4 7D; in return you will receive a sketchmap showing where we fly on Training Area 8, a request for the one-off fee, now reduced to £20, which will allow you 43 weekends flying, and two copies of the users' guide. Sign one copy, return it to Bernard, and your name will be included on the Army security list (unless you're already on it). Alternatively, if you don't wish to pay the season ticket fee, once you are on the list you can pay £5 on the day. Please note that on some weekends only one day is available.

The following dates have been agreed, but because of the current military situation short-notice changes are more likely, so you must call Peter Tribe on 01225-862748 on the Friday before you plan to fly.

January:	1 st & 2 nd ,	8 th & 9 th ,	15 th & 16 th ,	22 nd & 23 rd ,	29 th & 30 th .
February:	5 th & 6 th ,	12 th & 13 th ,	19 th & 20 th ,	26 th & 27 th .	
March:	5 th & 6 th ,	12 th & 13 th ,	19 th & 20 th ,	26 th & 27 th .	
April:	2 nd & 3 rd ,	16 th & 17 th ,	23 rd & 24 th ,	30 th & May 1 st .	
May:	7 th & 8 th ,	21 st & 22 nd ,	28 th & 29 th .		
June:	4 th & 5 th ,	11 th & 12 th ,	(Not 25 th & 26 th .)		
July:	2 nd & 3 rd ,	9 th & 10 th ,	16 th & 17 th ,	23 rd & 24 th ,	30 th & 31 st .
August:	6 th & 7 th ,	13 th & 14 th ,	20 th & 21 st ,	27 th & 28 th .	
September:	4 th ,	10 th & 11 th ,	17 th & 18 th ,	24 th & 25 th .	
October:	1 st & 2 nd ,	15 th & 16 th ,	22 nd & 23 rd ,	29 th & 30 th .	
November:	5 th & 6 th ,	12 th & 13 th ,	19 th & 20 th ,	26 th & 27 th .	



Flying North is a 163 page book covering the model flying career of Jack North, and including 23 previously un-published plans of his aircraft. Access to Jack's drawings and notes dating back to 1938 means that there are a number of designs in the book likely to be tempting to the nostalgia-minded.

Contact: Martin Dilly on 020 8777 5533
or write to 20, Links Road, West Wickham, Kent
BR4 0QW
or e-mail: martindilly@compuserve.com.

The price in the UK is £18; airmail to Europe £20 or to anywhere else £22. Cheques should be payable to BMFA F/F Team Support Fund, in pounds sterling only, and drawn on a bank with a branch in the UK; you may also order by credit card. All proceeds help to fund the expenses of those representing Great Britain at World and European FF Championships.

Brownhills Indoor Flying – Free Flight

**Brownhills Community Association,
Deakin Ave. Brownhills WS8 7QG**

Just off the A5

Saturdays 2-00pm until 5-00pm - £6

2010 dates:

Sep 4th - Oct 2nd - Nov 6th - Dec 4th

2011 dates:

Jan 15th - Feb 12th - March 12th

Contact:- Tony Eadon-Mills

Tel: 01952 240451 - e-mail: tonyeadomills@gmail.com

Indoor Flying with the South Birmingham MAC

Free Flight Only

Thorns Leisure Centre. Stockwell Ave.

Off Thorns Road - Quarry Bank - West Midlands - DY5 2NU

Saturdays 1pm until 4pm

2010 dates:- Sep 18th - Oct 16th - Nov 13th - Dec 11th

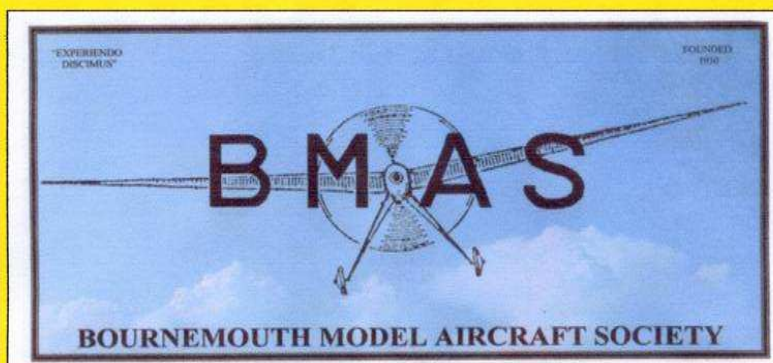
2011 dates:- Jan 8th - Feb 5th - Mar 5th.

Admission - Flyers £5.50 - Spectators £2.00

For further information phone Colin Shepherd 0121 5506132

or e-mail colin@colinwilliam.wanadoo.co.uk

Wickham Community Centre
 Mill Lane, Wickham, Hants, PO17 5AL
INDOOR FREE-FLIGHT DATES
2010
Thursdays 6-30pm until 10-00pm
 March 25th, April 29th, May 27th, June 24th,
 September 30th, October 28th, November 25th,
 &
 Wednesday December 29th 10-00am until 4-00pm
 New Drinks Machine on Site
 &
 FLITEHOOK in attendance at most meetings



INDOOR FLYING

TUESDAY 26TH OCTOBER 2010

TUESDAY 30TH NOVEMBER 2010

TUESDAY 25TH JANUARY 2011

TUESDAY 22ND FEBRUARY 2011

TUESDAY 22ND MARCH 2011

7pm to 10pm

ALLENDALE CENTRE

HANHAM RD. WIMBORNE BH21 1AS

FREE CAR PARKING IN PUBLIC CAR PARK IN ALLENDALE RD

FREE FLIGHT ONLY

**COMPETITIONS incl
GYMINNIE CRICKET LEAGUE**

ALL FLYERS MUST HAVE BMFA INSURANCE

FLITEHOOK NORMALLY IN ATTENDANCE

Adult Flyers £4 Accompanied Juniors & Spectators £1.50

CONTACTS: JOHN TAYLOR TEL.No 01202 511502

ROY TILLER e-mail roy.tiller@ntlworld.com

Provisional Events Calendar 2011

With competitions for Vintage and/or Classic models

January 23 rd	Sunday	BMFA 1 st Area Competitions
February 13 th	Sunday	Middle Wallop – Crookham Gala
February 20 th	Sunday	BMFA 2 nd Area Competitions
March 6 th	Sunday	BMFA 3 rd Area Competitions
March 20 th	Sunday	Middle Wallop - Coupe Europa (<i>Dec 2010</i>)
March 27 th	Sunday	BMFA 4 th Area Competitions
April 9 th /10 th	Sunday/Monday	Salisbury Plain – BMFA London Gala
April 22 nd	Friday	Church Fenton – Northern Gala
April 23 rd	Easter Saturday	Middle Wallop – Glider Day
April 24 th	Easter Sunday	Middle Wallop - BMAS Day
April 25 th	Easter Monday	Middle Wallop – Croydon Wakefield Day
May 8 th	Sunday	Middle Wallop – Trimming, Crookham Coupe
May 28 th	Saturday	BMFA Free-flight Nationals
May 29 th	Sunday	BMFA Free-flight Nationals
May 30 th	Monday	BMFA Free-flight Nationals
June 12 th	Sunday	BMFA 5th Area Competitions
June 20 th	Sunday	Odiham - BMFA Southern Area Gala
July 10 th	Sunday	BMFA 6th Area Competitions
July 23 rd /24 th	Saturday/Sunday	Sculthorpe - BMFA East Anglian Gala
August 7 th	Sunday	BMFA 7th Area Competitions
August 27 th	Saturday	Middle Wallop – SAM 1066 Euro Champs
August 28 th	Sunday	Middle Wallop – SAM 1066 Euro Champs
August 29 th	Monday	Middle Wallop – SAM 1066 Euro Champs
September 3 rd	Saturday	Salisbury Plain – BMFA Southern Gala
September 25 th	Sunday	Middle Wallop – Trimming
October 16 th	Sunday	BMFA 8th Area Competitions
October 23 rd	Sunday	Middle Wallop – Trimming & A.G.M.
October 30 th	Sunday	N. Luffenham - BMFA Midland Gala
December 4 th	Sunday	Middle Wallop – Coupe Europa

Please check before travelling to any of these events. Access to MOD property can be withdrawn at very short notice!

For up-to-date details of SAM 1066 events at Middle Wallop check the Website –
www.SAM1066.org

For up-to-date details of all BMFA Free Flight events check the websites
www.freeflightuk.org or www.BMFA.org

For up-to-date details of SAM 35 events refer to SAM SPEAKS or check the website
www.SAM35.org

Useful Websites

GAD -	www.greenairdesigns.com
SAM 1066 -	www.sam1066.com
Flitehook, John & Pauline -	www.flithook.net
Mike Woodhouse -	www.freeflightsupplies.co.uk
BMFA Free Flight Technical Committee -	www.freeflightUK.org
BMFA -	www.BMFA.org
BMFA Southern Area -	www.southerarea.hamshire.org.uk
SAM 35 -	www.sam35.org
Martyn Pressnell -	www.martyn.pressnell.btinternet.co.uk
X-List Plans -	www.xlistplans.demon.co.uk
National Free Flight Society (USA) -	www.freeflight.org
Ray Alban -	www.vintagemodellairplane.com
David Lloyd-Jones -	www.magazinesandbooks.co.uk
Belair Kits -	www.belairkits.com
John Andrews -	www.freewebs.com/johnandrewsaeromodeller
Wessex Aeromodellers -	www.wessexaml.co.uk
US SAM website -	www.antiquemodeler.org

Are You Getting Yours? - Membership Secretary

As most of you know, we send out an email each month letting you know about the posting of the latest edition of the *New Clarion* on the website.

Invariably, a few emails get bounced back, so if you're suddenly not hearing from us, could it be you've changed your email address and not told us?

To get back on track, email membership@sam1066.org to let us know your new cyber address (snailmail address too, if that's changed as well).

That's All Folks! John Andrews

Happy New Year